

INSERTABLE PIXELS PROGRESS REPORT

FEBRUARY 19, 2001
PIXEL GENERAL MEETING
E. ANDERSSSEN, LBNL

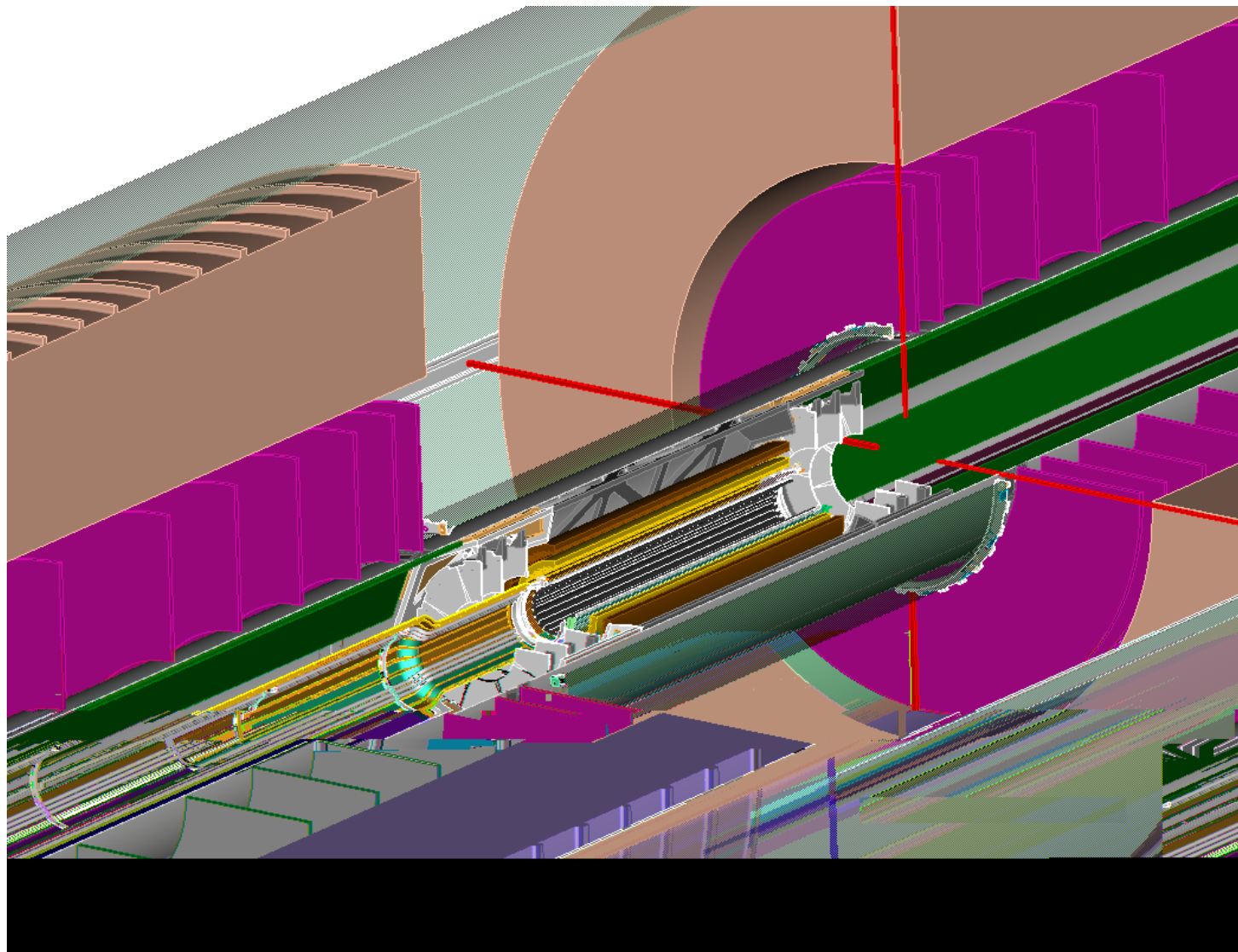
PIXEL DETECTOR

OVERVIEW

- **SYNOPSIS OF EVENTS SINCE SEPTEMBER**
 - TUBE ENVELOPE SHRANK FROM ~R250 TO R242
 - ALL DISKS NOW HAVE 8-SECTORS, AND ARE IDENTICAL
 - 2% COVERAGE HOLE–DEPENDS ON DEFINITION OF HOLE, BUT NOT HERMETIC
 - SCT ENVELOPE GREW–FORWARD MODULES CUT BACK 13MM RADIALY
 - SCT ENVELOPE IS NOW WELL DEFINED, AND IS WHAT ALLOWS SUPPORT TUBE DESIGN TO WORK
 - DESIGN EFFORT AT RAL–GROUND WORK FOR RAIL/TUBE DESIGN AND MOCKUP
- **LAYOUT OF SUPPORT SCHEME AND NEW SERVICES**
 - INSTALLATION REQUIRES NEW SUPPORT SCHEME
 - IMPLIES NEW SERVICE ROUTING AND BREAKS
- **INSTALLATION OVERVIEW**
 - KEY POINTS AND RAMIFICATIONS
- **MOCKUP OF PIXEL SUPPORT TUBE IS UNDERWAY**
 - VERIFICATION OF INSTALLATION PROCEDURE
 - TESTING OF SUPPORT AND LOAD TRANSFER
- **KEY MILESTONES**

PIXEL DETECTOR

PIXELS IN INSTALLED POSITION

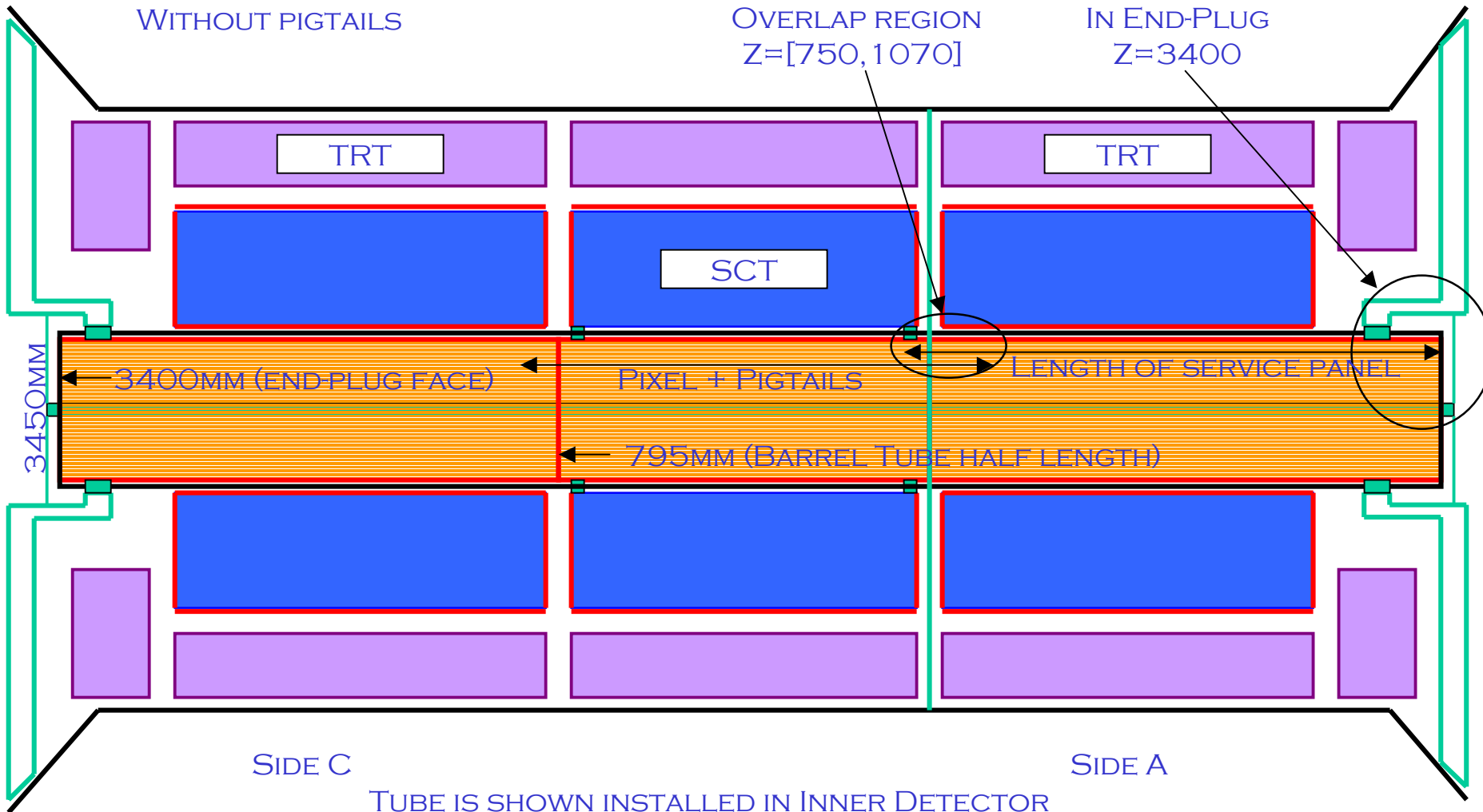


PIXEL DETECTOR GENERAL LAYOUT

PIXEL FRAME IS 1400MM LONG
WITHOUT PIGTAILS

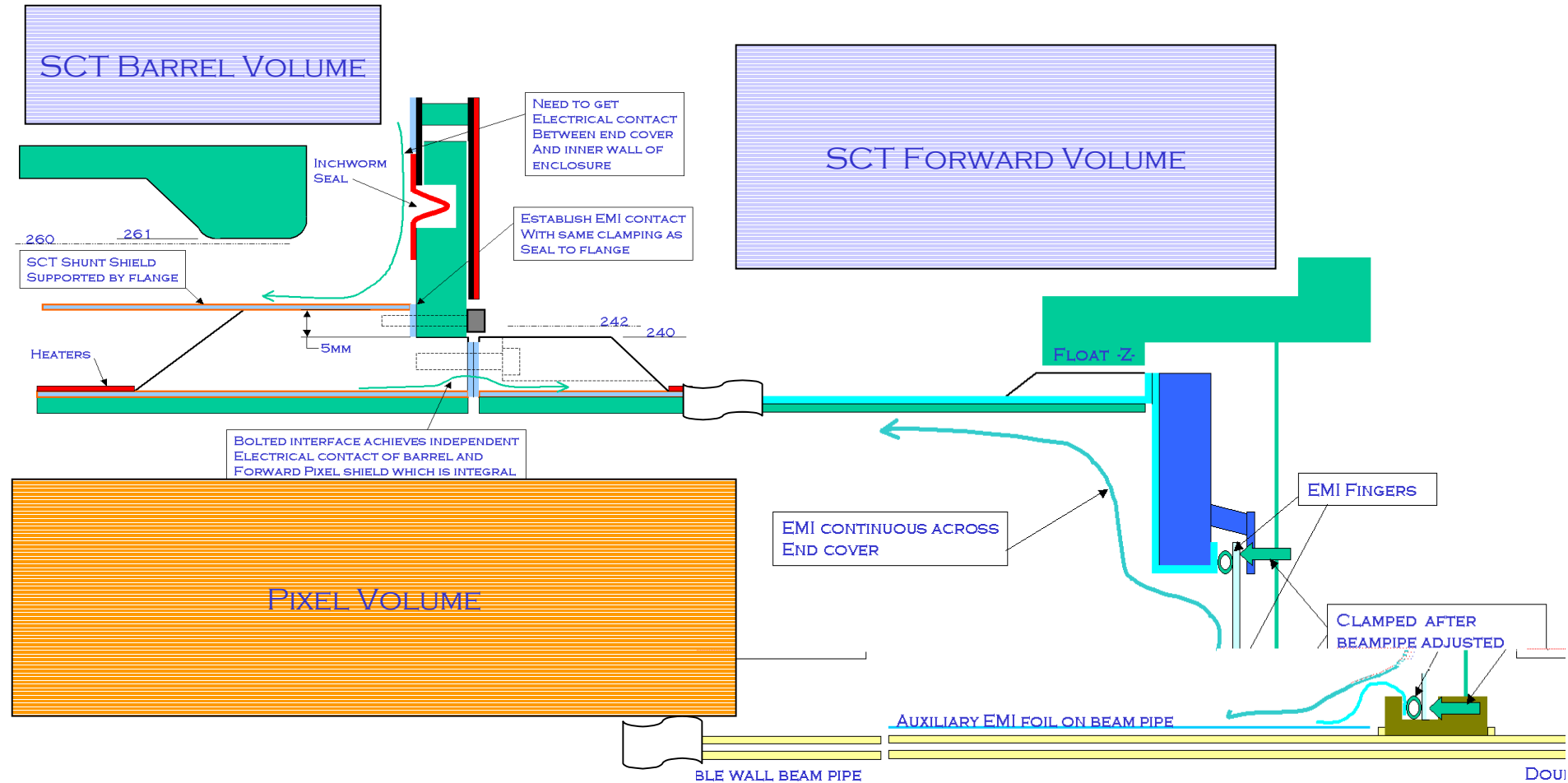
PPO
OVERLAP REGION
 $Z=[750,1070]$

PP1
IN END-PLUG
 $Z=3400$



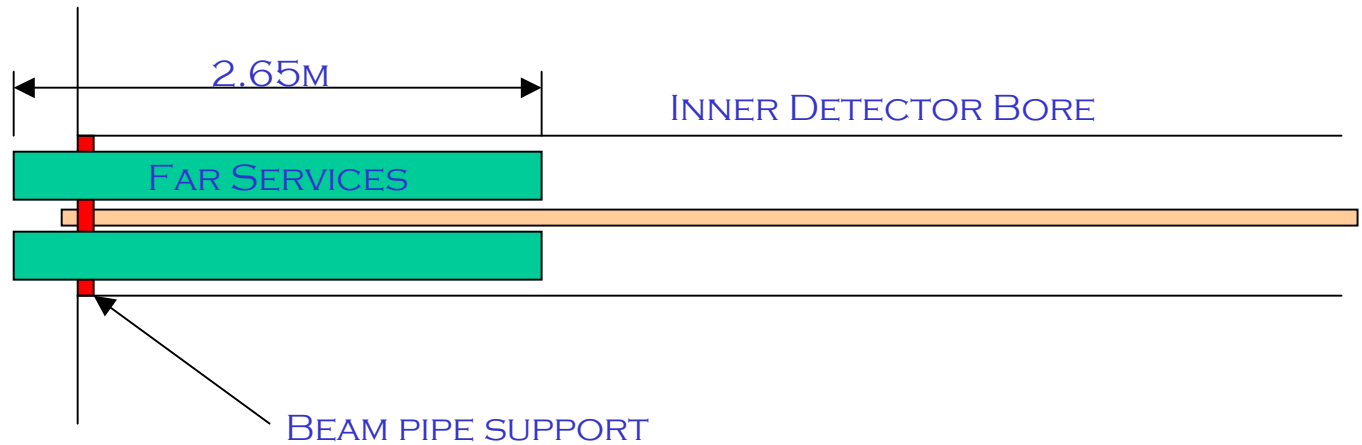
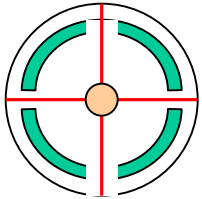
PIXEL DETECTOR

THERMAL/EMI/GAS BARRIER

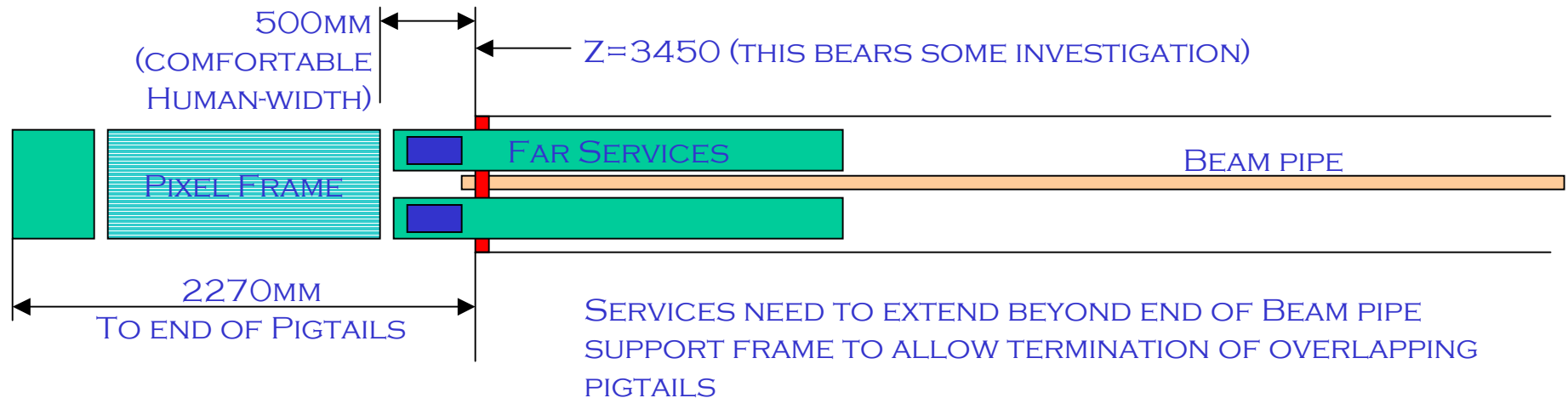


- **PIXEL SUPPORT TUBE IS SUPPORTED BY BOTH THE BEAM PIPE SUPPORT* AND THE SCT BARREL (BARREL ID)**
- **IT FORMS A CLOSED VOLUME WITH THE BEAM PIPE**

FAR SERVICES ARE INSERTED

FAR SERVICES
IN QUADRANTS500MM
(COMFORTABLE
HUMAN-WIDTH)

Z=3450 (THIS BEARS SOME INVESTIGATION)

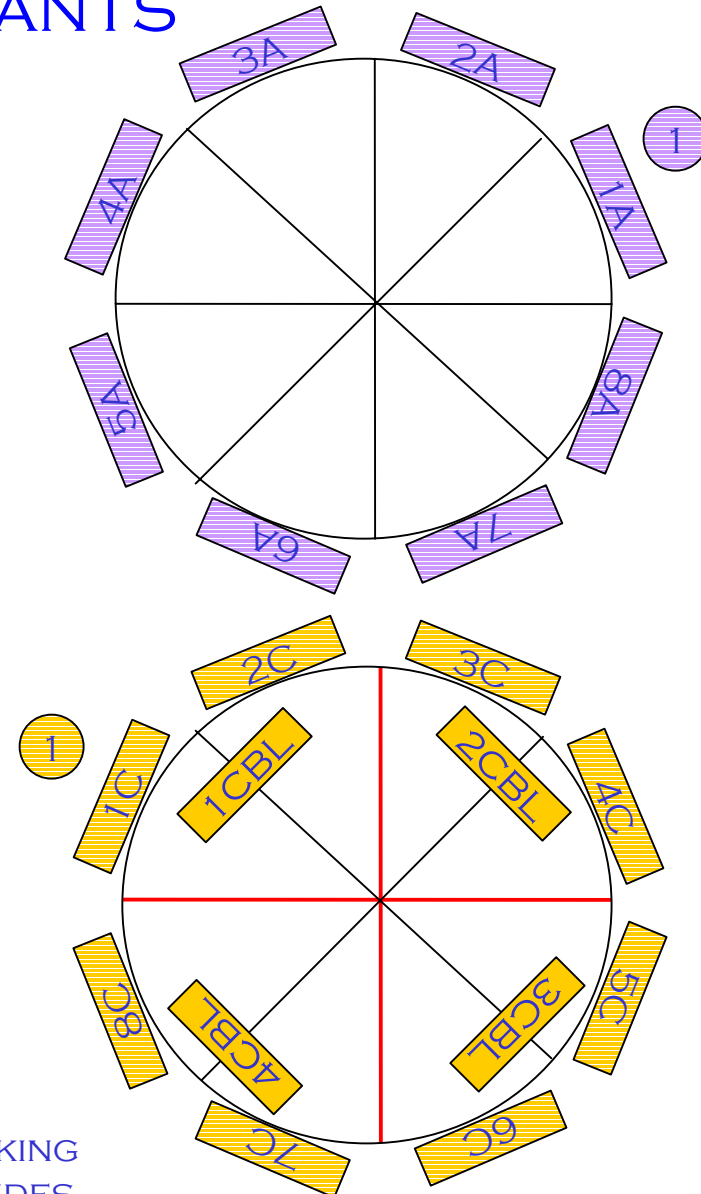


FAR SIDE PIGTAILS NEED TO FOLD BACK OVER FRAME
TO GIVE ACCESS TO PPO

SERVICES IN OCTANTS

NEEDS UPDATE
FOR NEW STAVE
COUNT (90)

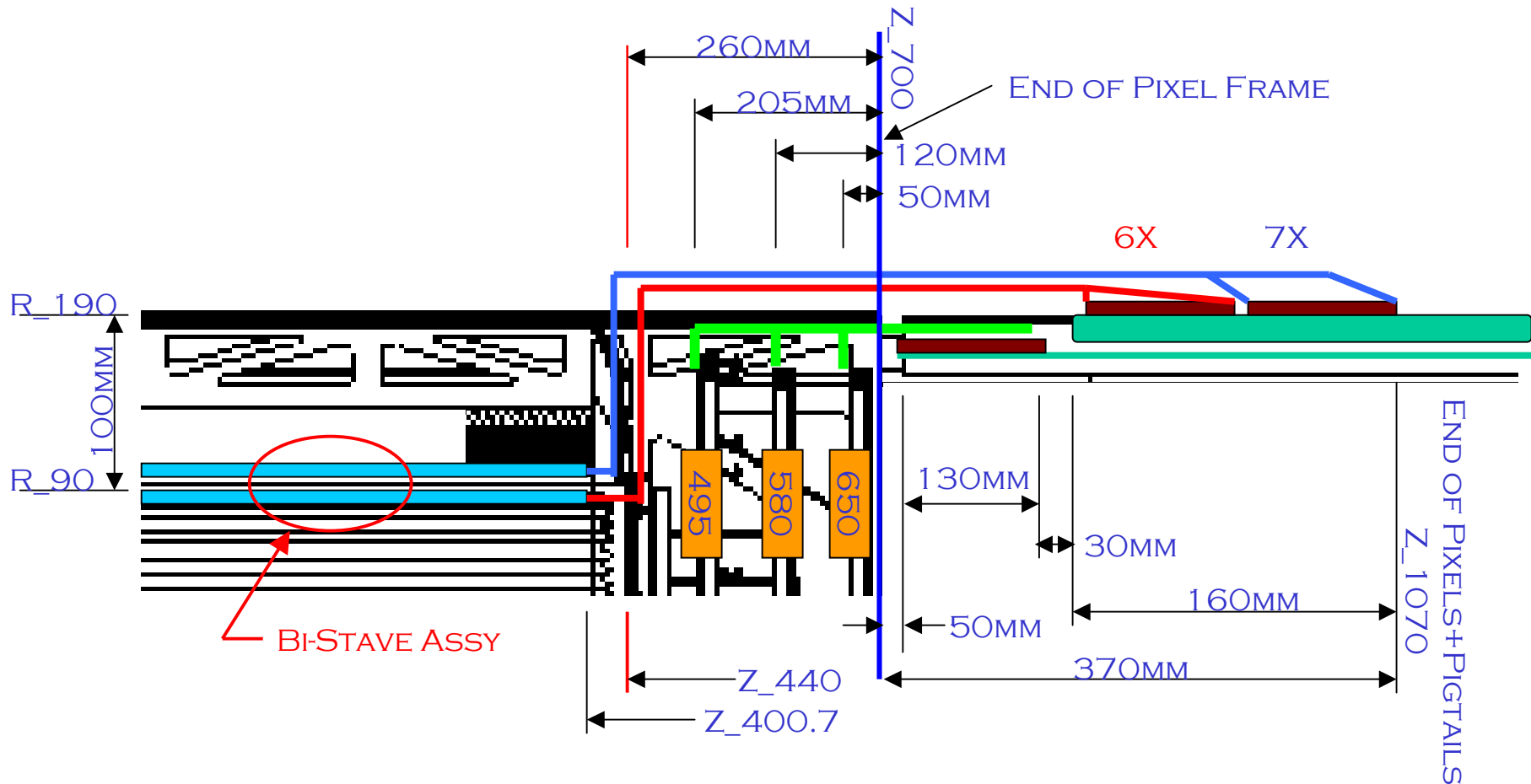
| | Patch Panel Octant Name | Barrel Layers 1&2 | Disk | Tube Total | 6-Module Bundle | 7-Module Bundles | Bundle Total | Staves Served | Sectors Served |
|---------------------------|----------------------------|----------------------|------|---------------|--------------------|---------------------|-----------------|------------------|-------------------|
| Side A | 1A | 3 | 2 | 5 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 2A | 3 | 1 | 4 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 3A | 3 | 2 | 5 | (3+5)=8 | 5 | 13 | 10 | 3 |
| | 4A | 3 | 1 | 4 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 5A | 3 | 2 | 5 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 6A | 2 | 1 | 3 | (3+5)=8 | 5 | 13 | 10 | 3 |
| | 7A | 3 | 2 | 5 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 8A | 3 | 1 | 4 | (3+6)=9 | 6 | 15 | 12 | 3 |
| Side C | 1C | 3 | 1 | 4 | (3+5)=8 | 6 | 15 | 10 | 3 |
| | 2C | 3 | 2 | 5 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 3C | 2 | 1 | 3 | (3+6)=9 | 5 | 13 | 12 | 3 |
| | 4C | 3 | 2 | 5 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 5C | 3 | 1 | 4 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 6C | 3 | 2 | 5 | (3+5)=8 | 5 | 13 | 10 | 3 |
| | 7C | 3 | 1 | 4 | (3+6)=9 | 6 | 15 | 12 | 3 |
| | 8C | 3 | 2 | 5 | (3+6)=9 | 6 | 15 | 12 | 3 |
| Side C B-Layer | 1CBL | | | 2 | 4 | 4 | 8 | 4 | |
| | 2CBL | | | 3 | 6 | 6 | 12 | 6 | |
| | 3CBL | | | 3 | 6 | 6 | 12 | 6 | |
| | 4CBL | | | 3 | 6 | 6 | 12 | 6 | |



NUMBERING SCHEME FOR EACH SIDE LOOKING
AT IP FROM THAT SIDE—POSITION# COINCIDES
PHYSICALLY ACROSS ATLAS.

PIXEL DETECTOR

OVERLAP REGION (PPO)

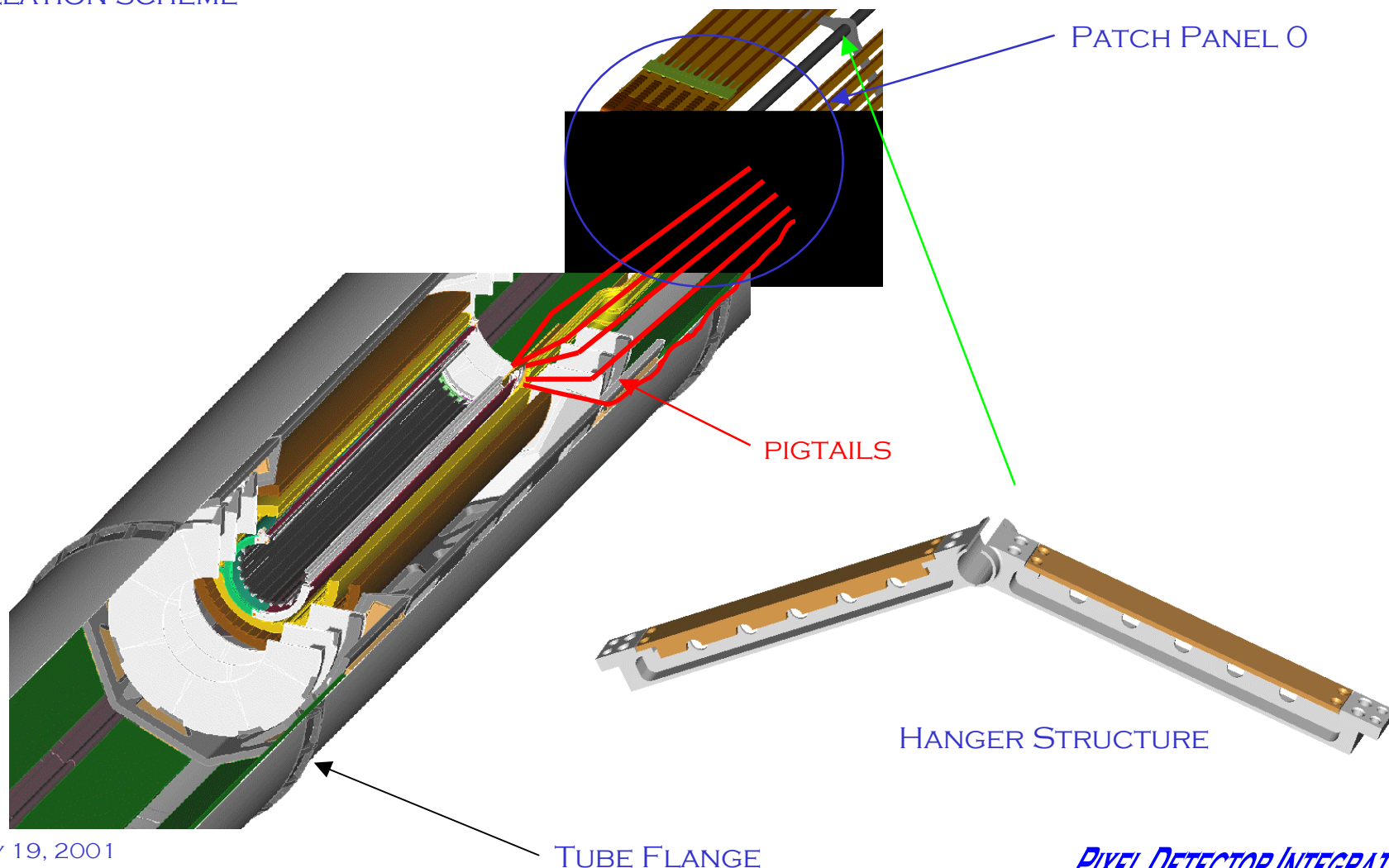


- **RADIUS OF PPO IS APPROXIMATELY 180MM**
- **STARTS AT $Z=750$ AND GOES TO $Z=1070$ (50MM GAP BETWEEN PPO AND FRAME)**
- **END OF SUPPORT TUBE IS AT $Z=3400$ MM, MAKING THE TYPE I PANEL 2.65M LONG**

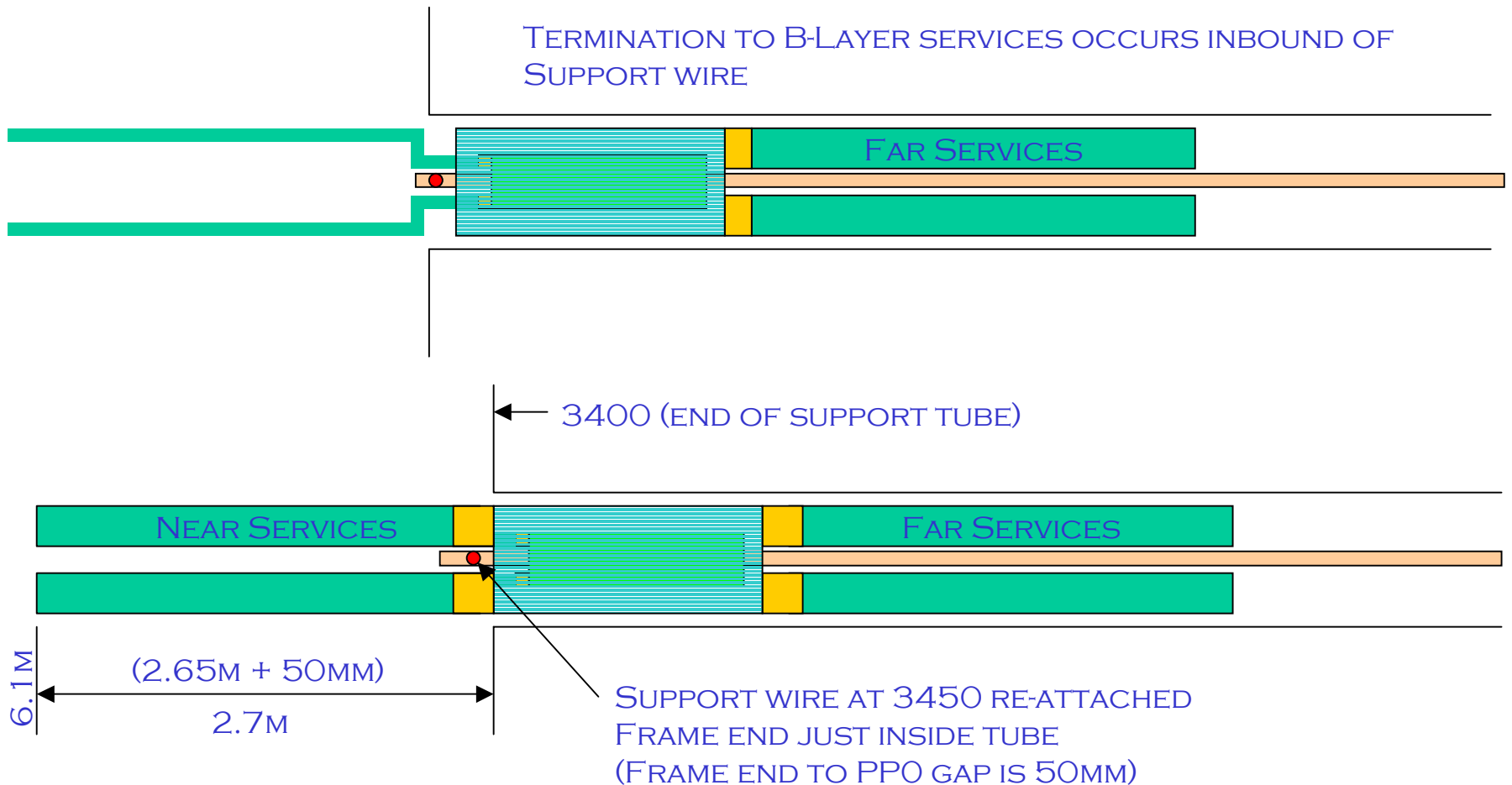
PIXEL DETECTOR

SERVICES MECHANICAL SUPPORT

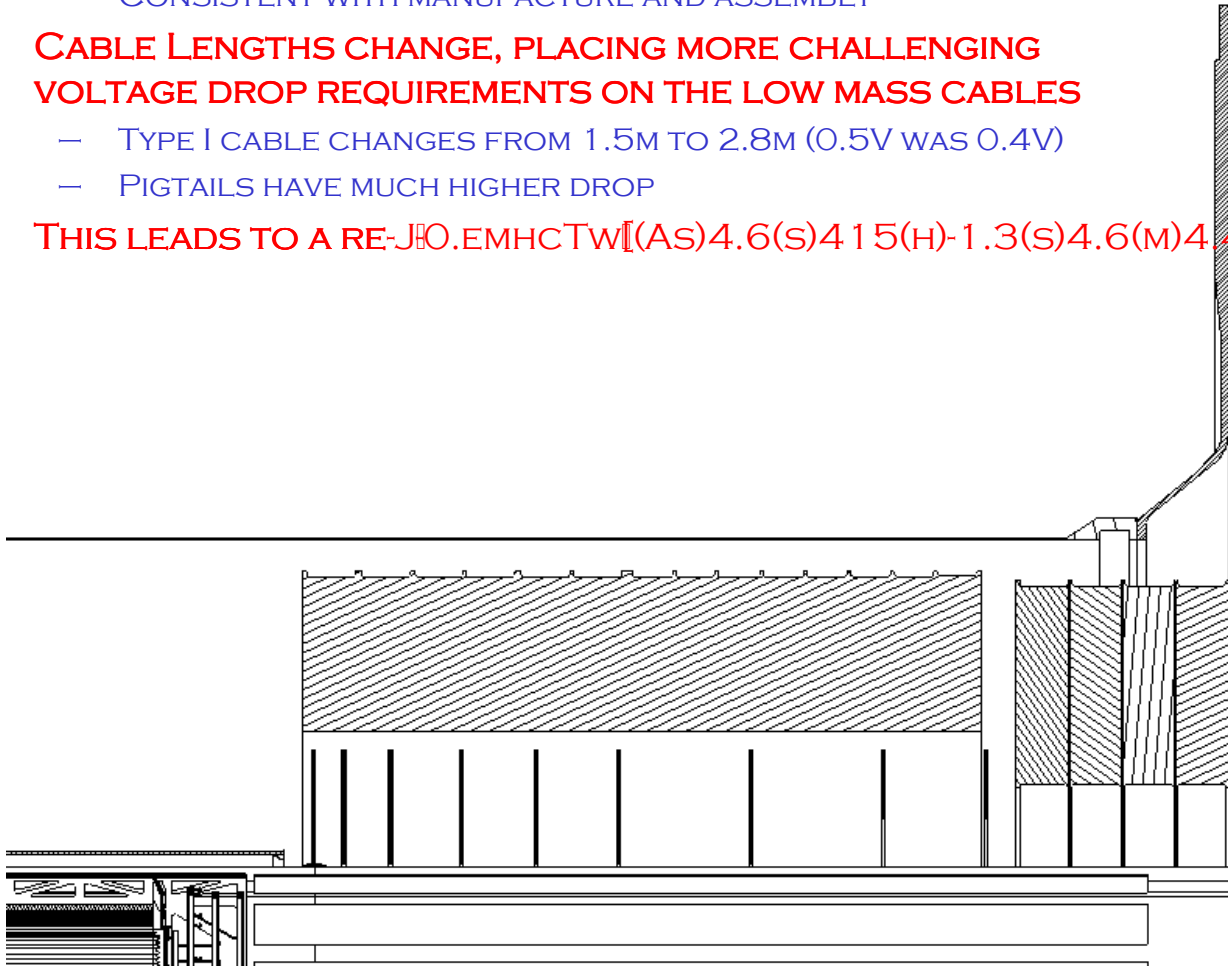
STRUCTURE NECESSARY TO SUPPORT SERVICES DURING
INSTALLATION SCHEME



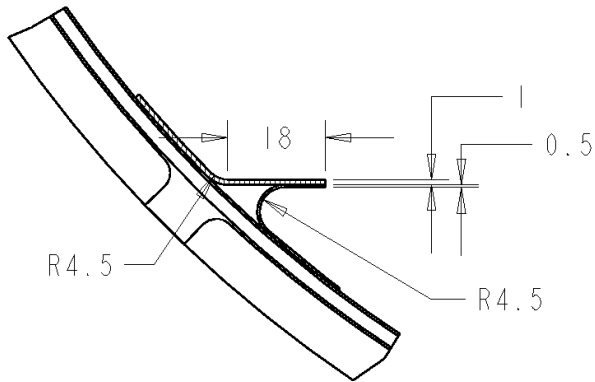
PIXEL NEAR SIDE SERVICE TERMINATION



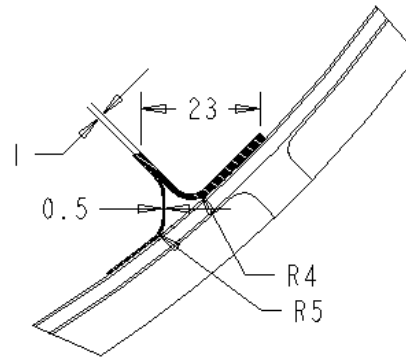
- **ASSEMBLY ORDER REQUIRES BREAKS AT NEW LOCATIONS**
 - CONSISTENT WITH MANUFACTURE AND ASSEMBLY
- **CABLE LENGTHS CHANGE, PLACING MORE CHALLENGING VOLTAGE DROP REQUIREMENTS ON THE LOW MASS CABLES**
 - TYPE I CABLE CHANGES FROM 1.5M TO 2.8M (0.5V WAS 0.4V)
 - PIGTAILS HAVE MUCH HIGHER DROP
- **THIS LEADS TO A RE-DESIGN OF THE CABLE ROUTING**



RAIL DESIGN IN SUPPORT TUBE



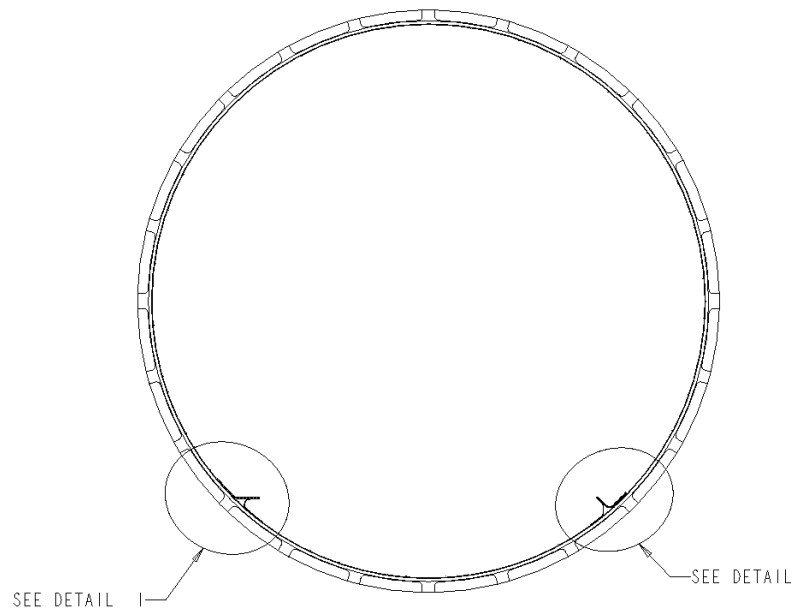
DETAIL 1



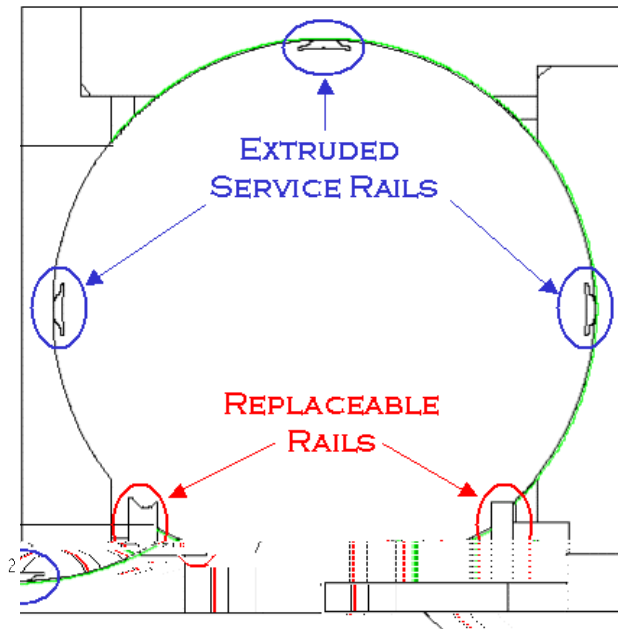
DETAIL 2

VEE AND FLAT RAILS WERE CHOSEN TO PROVIDE PSEUDO-KINEMATIC SUPPORT FOR THE DETECTOR DURING DELIVERY TO THE SUPPORT POINTS

RAILS ARE USED ONLY FOR DELIVERY, NOT SUPPORT

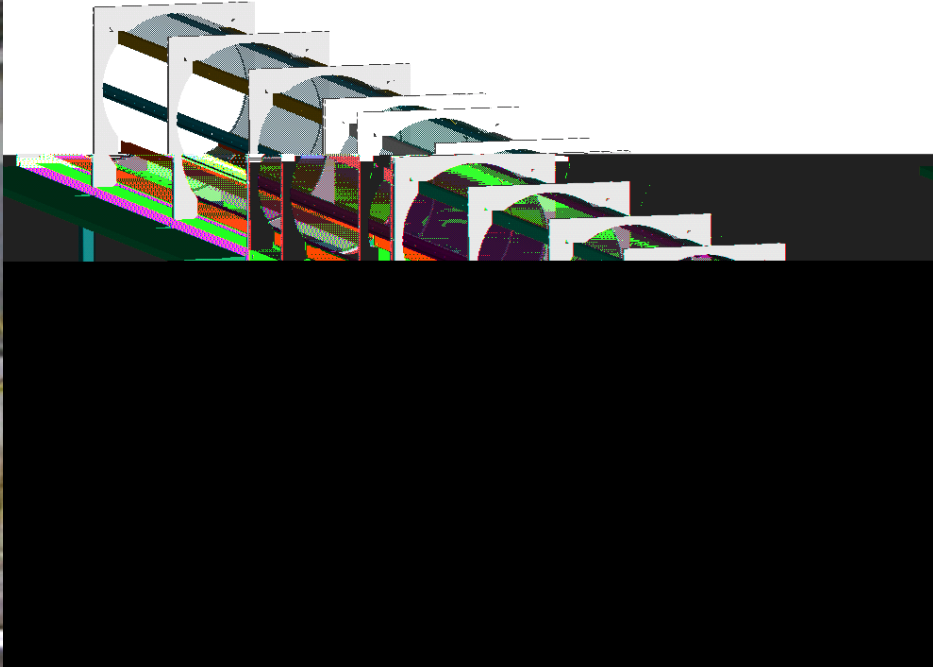


SECTION A-A
SCALE 0.375



PIXEL DETECTOR

PIXEL SUPPORT TUBE MOCKUP



- **SUFFICIENT SPACE ACQUIRED IN OLD BEVATRON GENERATOR ROOM**
 - ENOUGH SPACE TO SIMULATE ENTIRE ASSEMBLY SEQUENCE
 - EVEN POSSIBLE TO DO THIS ON SCAFFOLDING IF SO DESIRED (DON'T DESIRE TO)
- **MOCKUP IN THREE PIECES TO SIMULATE INDEPENDENT PARTS OF TUBE**
 - GOAL IS FOR FULL LENGTH OF ENTIRE TUBE TO SIMULATE ALL INSTALLATION SCENARIOS
 - DETECTOR RAILS ARE REMOVABLE, SHOULD MODIFICATION BE NECESSARY

PIXEL FRAME AND SERVICE MOCKUP

- **SCOPE**

- MASS AND ENVELOPE GEOMETRY OF FINAL DETECTOR FRAME
 - ATTEMPTING FOR SIMILAR FRICTION AS WELL
- AT LEAST TWO FULL QUADRANTS OF “DUMMY-DUMMY” SERVICE PANELS
 - INITIALLY 1-QUADRANT, BOTH SIDES, EVENTUALLY HALF OF ALL SERVICES (ARE MORE NEEDED?)
- AT LEAST TWO OCTANTS (BOTH SIDES) OF MECHANICALLY ACCURATE CONNECTIONS
 - NEEDED FOR INSTALLATION SIMULATION
- AT LEAST ONE OCTANT OF ELECTRICALLY ACTIVE SERVICE CONNECTIONS
 - THIS IS TO PROVIDE VERIFICATION THAT TERMINATIONS STAY TERMINATED THROUGH PROCEDURE
 - MIGHT PROVE USEFUL FOR THERMAL MOCKUP
- PROVISION FOR DUMMY B-LAYER INSTALLATION
 - REQUIRES ALSO MECHANICAL CONNECTIONS FOR INSTALLATION SIMULATION

MOCKUP STATUS AND PLANNING

- **PLAN TO HAVE COMPLETED BOTH TUBE AND PIXEL/SERVICE MOCKUPS BY END OF MARCH**
 - MACHINING IS CRITICAL PATH, BUT IS CURRENTLY ON SCHEDULE
- **INITIAL TESTING OF INSERTION COMPLETE BY MID APRIL**
 - INTENDED TO BE COMPLETE FOR APRIL MEETING
 - ALLOWS INCLUSION OF RESULTS IN JUNE CDR OF PIXEL TUBE AND GLOBAL SUPPORTS
- **MILESTONES**
 - APRIL
 - FRAME AND DUMMY-DUMMY SERVICES
 - JUNE-AUG
 - ELECTRICALLY ACTIVE TESTING/THERMAL SIMULATION
 - OCT-02
 - MECHANICAL TESTING OF ASSEMBLY PROCEDURES
- **FOLLOW-UP**
 - SPACE IS ACQUIRED—HEATING MAY NOT BE
 - FABRICATION
 - MATERIALS ARE IN THE SHOP, MACHINING STARTED
 - EXTRUSION ORDER PLACED
 - PIXEL FRAME AND SERVICE PANEL MOCKUP
 - MASS TALLY HAS BEGUN
 - TARGET MOCKUP MATERIALS TO GET CLOSE TO CORRECT MASS